

CITIZENS TRANSPORTATION OVERSIGHT COMMITTEE
206 South 17th Avenue, Transportation Board Room
Phoenix, Arizona
September 19, 2000

A Citizens Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation, Transportation Board Room, 206 South 17th Avenue, Rooms 145-147, Phoenix, Arizona on September 19, 2000 with Chairman William G. Beyer presiding.

Members Present:

Brian Campbell, Member-At-Large
Scott Newton, Maricopa County District 1
Ron Gawlitta, Maricopa County District 3
Paul Schwartz, Maricopa County District 4
Isaac Serna, Maricopa County District 5

Members Absent:

William G. Beyer, Chairman
Jim Lykins, Maricopa County District 2

Others Present:

Carolyn Deobler, ADOT; Chris Voigt, MAG; Bill Hayden, ADOT; Kwi-Sung Kang, ADOT; Ed Johnson, Youngtown, AZ; Victor Mendez, ADOT; DD Barker, Citizen; Craig Rudolph, ADOT; Rick Duarte, ADOT; Frank Schmuck, Tempe Citizen; Doug Nintzel, ADOT; Linda Schuster, Price Road Neighborhood Association; Frank Schmuck, Price Road Neighborhood Association; Larry Scofield, ADOT; Tony Guiles, ADOT; Dustin Watson, ADOT

1. Call To Order

Acting Chairman Campbell called the Citizens Transportation Oversight Committee meeting to order at 5:05 p.m.

Acting Chairman Campbell advised that Chairman Beyer is currently recovering from a successful surgery and wished him a speedy recovery.

Agenda Revisions: Item number 3 will be combined with Item number 11 and Item number 8 will follow Item number 4.

2. Approval of the May 23, 2000 CTOC Minutes

Acting Chairman Campbell called for a motion. Ron Gawlitta moved to approve the minutes of the CTOC meeting held on May 23, 2000 as circulated. Paul Schwartz second and the motion carried unanimously.

4. Staff Report

Chuck Eaton addressed the Committee regarding the following issues:

MAG Area Life Cycle Construction Program for FY2001 to FY2007 was approved by the State Transportation Board on July 9, 2000. The program included:

- Approved funding for a South Mountain Corridor Environmental Impact Statement (EIS)
- Adjusted limits on various landscaping projects
- Updated system wide costs primarily in the area of preliminary engineering in order to get general plans completed more quickly
- Additional funding for locating utilities

Regional Freeway System Life Cycle Certification, July 2000 was completed. Copies were provided to CTOC members at the meeting. Others interested in obtaining a copy, please contact the Regional Freeway System Office.

2000 Performance Audit, has taken longer than expected; however, a final report will be available for distribution by the first of August. An agenda item to review and discuss the audit findings is planned for the next CTOC meeting.

Intergovernmental Government Agreement (IGA) with the City of Phoenix, to accelerate the State Route 51, Bell Road to Loop 101 project is nearing completion. The acceleration is being financed by a \$20 million HELP loan where the city would pay portions of the interest.

A number of projects will open to traffic in the next few months;

- **I-17/Loop 101 traffic interchange, Pima Freeway Loop 101**-the north to west and the west to south ramps are now open to traffic while the west to north and the south to east ramps will be opening soon.

- **Country Club to Gilbert, Red Mt. Freeway Loop 202 project** was awarded and is underway
- **US60 Superstition HOV Widening** - Request for Qualifications (RFQ) have been received and four firms were selected to submit proposals. This process will start within the next couple of weeks. Prior to giving notice to proceed, MAG Regional Council must approve the Transportation Improvement Program (TIP) at the Regional Council meeting scheduled for Wednesday, July 27, 2000 at 5:00 p.m. If this is approved, the Federal Highways Administration must approve the Environmental Assessment (EA) as long as it is consistent with the contents in the TIP.
- **I-17 Happy Valley TI Improvement (Roundabouts) project** was bid and awarded at the Transportation Board meeting for \$2.174 million. Concerns were voiced at the Regional Public meeting held in North Phoenix. In response, ADOT has solicited the services of an expert that has designed and built a number of roundabouts. ADOT has asked the expert to review the curbing and signing. These areas will be reviewed within the next two weeks.

Additional Comments

Paul Schwartz stated that Chairman Beyer was very unhappy with the process of Performance Audit. A question was asked whether Chairman Beyer has been kept apprised of this issue? Mr. Eaton stated that, if the Auditors were present, they would advise that it would be illegal for the Auditors to provide a copy of the draft audit information to CTOC, prior to the approval of a Final report. **An agenda item regarding CTOC comments on the 2000 Performance Audit will be added to the September CTOC meeting.** Acting Chairman Campbell stated that it was his understanding that CTOC was authorized to set the guidelines and perimeters for the Performance Audit. Once the final report has been distributed, it will be a CTOC decision as to how much credence CTOC gives it, and whether to recommended implementation. Acting Chairman Campbell stated that he does not mean to speak for Chairman Beyer; however, believes that CTOC will be actively reviewing this Performance Audit report.

8. Alternate Noise Mitigation Measures

Frank Schmuck, a Tempe Citizen, an Engineer from the United States Air Force Academy and a pilot by trade, addressed the Committee regarding alternative noise reduction methods. Mr. Schmuck and Linda Schuster, a Tempe Citizen, used an overhead presentation about alternate noise mitigation measures. Mr. Schmuck stated that a type-1 noise study was conducted. Participants in these processes included Dr. Frank Aldridge, Arizona State

University, a Senior Civil Engineer from the County of Sacramento and Acoustical Engineers, the noise consultant to the City of Phoenix from Dallas.

The Federal Highway Act of 1970 established the requirement that noise control be part of planning and design of all federally aid highways. Federal Highways in metropolitan Phoenix include Interstate 10, Interstate 17 and US60.

The area of concern is the Superstition (US60) Freeway with the proposed two extra HOV lanes and the transition from Loop 101 to McClintock onto US60. Schools and parks are maintained in this community.

Who is responsible for the citizens in the community? The United States of Housing and Urban Development (HUD) is responsible. Mr. Schmuck referred to the Noise Guide Book during his presentation - as technology is advanced, "when the level of sound of the community's environment has reached a point when it sometimes does cause interference and does cause physical and psychological harm, then there is a noise problem."

Decibels are used to weigh noise. An LBN is a 24 hour study, a weighted for 24 hours, from the hours of 10:00 p.m. to 7:00 a.m. - a 10 decibel penalty is applied during a person's sleeping hours and would normalize around a 24 hour period.

ADOT has lowered the noise action level for the state to 64 dbe. FHWA uses 67 dbe. Mr. Schmuck stated that he believes that the study that was conducted in the Tempe area was a conservative study. The equipment used was highly precise.

Mr. Schmuck gave an audio demonstration to validate the complaints of the citizens that the noise has become excessive and would like to work toward a resolution regarding the noise issues. Mr. Schmuck stated that alternative noise reduction methods for this area include

- Placing sound absorption panels on the existing sound walls - Cement based (ceramic and absorb sound due to design - will eliminate approximately 99% of the noise caused by highway tires with a 4 dbe noise reduction). Panels have been used in Tokyo in 1997, Australia in 1998 and Pittsburgh, Pennsylvania in 2000. \$7.00 to \$20.00 per square foot, 13 foot of wall in this area would total, at \$7.00 per square foot, approximately \$500,000 per mile of wall (\$1 million for both sides of the freeway).
- Rubberized Asphalt "FHWA allows the use of rubber asphalt where it is both cost effective and properly engineered, mainly as a tire waste management mitigation program. It is not allowed as a noise mitigation measure in National Environmental Policy Act documents." Mr. Schmuck distributed a "Report on the Status of Rubberized Asphalt Traffic Noise

Reduction in Sacramento County” and stated that several countries showed noise reduction using rubberized asphalt up to 8 db in noise reduction. Approximate cost: \$22,000.00 per lane mile less expensive than traditional asphalt at a cost of \$32,000.00 per lane mile. 8 lanes across total a quarter million dollars. Rubberized asphalt, crumb rubber, is skid resistant. A 2- inch resurfacing project uses about 2,000 waste tires per lane mile (8 lanes across = 16,000 tires per mile, eliminating tires from landfills)

- Vegetation - Cats Claw (very inexpensive, produces more oxygen with a 3 db noise reduction). \$5.00 per plant, 1 mile would total approximately \$5,280.00, requires little water, grows quickly, beautifies the environment and reduces graffiti potential.

Mr. Schmuck stated that the conclusion was that Arizona highway noise, particularly the interchange junctions adjacent to residential neighborhoods, schools and parks is a serious problem to the health and welfare of its citizens. Current noise reduction methods of earthen mounds, berms, existing buildings and walls in some cases, as in the US60 Loop 101 interchange are inadequate in reducing highway noise spilling into schools, parks and residential neighborhoods.

“We put in the best we had and it’s not working. The time is now for us to implement alternative noise reduction methods in the way of citrus vines, sound absorption panels and rubberized asphalt at highway interchanges adjacent to schools and residential neighborhoods.”

Mr. Schmuck concluded, “We hope some serious consideration will be given and that we can work together as a community, also with the agencies, to provide alternative noise reduction methods that will make this whole plan work.”

Upon inquiries regarding whether or not Arizona maintained an industry that could produce rubberized asphalt, Mr. Schmuck stated that there are crumb rubber plants in metropolitan Phoenix.

CTOC members applauded Mr. Schmuck on his impressive presentation.

Mr. Schmuck will e-mail Chuck Eaton the final report regarding the findings in this study and Mr. Eaton will distribute the document to CTOC members and interested parties.

Larry Scofield from ADOT’s Arizona Technical Research Center (ATRC) addressed the Committee regarding studies that have been conducted of various roadway surface materials. Mr. Scofield displayed various examples of roadway surface materials. Concrete surfaces are the noisiest surfaces manufactured.

When it is tined longitudinally, it is quieter than transverse tining. This is what surfaces are currently made of. Mr. Scofield then displayed asphalt surfaces.

Mr. Scofield stated that it is not the contents that make the difference, it is the porous surface. Mr. Scofield then displayed porous asphalt materials. The voids in the asphalt are what reduces the noise. The greater the voids, the greater the noise reduction. In 1995, a study was conducted regarding porous mixtures. With time, the porous material decreases in noise reduction. The clogging of porous treatments is an issue. It effects noise and drainage. The study showed better performance of a pavement mixtures with the larger porous materials on the bottom with the top surface being made of smaller porous material. This protects the voids. In 1968, Arizona laid its first rubberized asphalt (probably number one user of rubberized asphalt in the United States). Thickness is another issue that has been researched. Arizona uses approximately 5/8 to a 1 inch surface. Other countries use up to a 4 inch surface.

The study was conducted with concrete adjacent to asphalt in order to be consistent with the measurements. The study further used a sensor to calibrate surfaces rapidly. This worked great. The important thing is time stability. After the survey - concrete and asphalt changes ranged approximately 3 db. You can tell the difference; however, not much of a difference. Concrete and rubberized surfaces are not created equal. All levels are different. Mr. Scofield stated that the fear is that "if you start putting rubber on that you'll be in there every 7 to 10 years taking off and replacing it." There is nothing conclusive; however, Mr. Scofield stated that it was obvious that the difference in mixtures is probably more important than the age. This study was mainly a baseline to start researching real data. Longitudinal concrete paving appears to quiet with age.

The noise measuring devises are instruments that attempt to simulate a human feeling and it appears that concrete is less tolerable to a human's sound sensitivity than rubber.

Mr. Scofield added that this study was not conducted for noise reduction, rather it has everything to do with the maintenance cost effectiveness. There were 49-test section placed last year. These sections will measure noise, drainage, skid, etc.

Additional Comments

Mr. Gawlitta would be interested to know whether or not behavioral effects within the communities along these corridors and whether there is a higher degree of road rage or domestic violence.

Inquiries regarding whether tire tread has anything to do with roadway surfaces,

Mr. Scofield stated that tire tread has everything to do with it. The air as it comes off the tire, the tread nodules actually stretch as the tire is turning with the air whipping back off. This is what generates the noise.

5. CTOC Annual Budget for FY2001

Carolyn Deobler addressed the Committee regarding the proposed Fiscal Year 2001 CTOC Annual Budget:

Personal Services:	\$18,000.00
Professional and Outside Services:	56,785.00
In-State Travel:	300.00
Other Operating Expenses:	3,000.00

Upon inquiries regarding the reflection of the Personal Services as to its accuracy this year, Mr. Eaton stated that staff now records their actual time to a specific number that is captured for CTOC. This started in Fiscal Year 2000.

Mr. Schwartz explained his dissatisfaction in CTOC Legislation regarding reimbursement for mileage to and from regular CTOC meetings, together with CTOC Regional Public meetings. Mr. Schwartz stated that he is on other agency committees and is reimbursed for his travel expenses.

Acting Chairman Campbell called for a motion. Scott Newton moved to approve the CTOC Annual Budget for Fiscal Year 2001. Ron Gawlitta seconded and the motion carried unanimously.

6. Financial Compliance Audit for Fiscal Year 2000

Chuck Eaton addressed the Committee regarding the Financial Compliance Audit that will be taking place for Fiscal Year 2000. Each year, CTOC is responsible for initiating a Financial Compliance Audit, where the expenditures are checked and verified to determine if they are appropriate relative to the Regional Freeway System. For cost effectiveness, this Audit has typically been set up in conjunction with the ADOT Annual Audit.

Brian Campbell asked that an agenda item regarding a presentation on the previous Financial Compliance Audit (Fiscal Year 1999) and its conclusions, together with the current status for Fiscal Year 2000 be added to the September CTOC meeting. Brian Campbell will work with staff to assist in the commencement of the Fiscal Year 2000 Financial Compliance Audit.

Acting Chairman Campbell called for a motion. Paul Schwartz moved to

approve that the Fiscal Year 2000 Financial Compliance Audit be conducted in conjunction with the annual ADOT audit conducted by Earnst and Young. Ron Gawlitta seconded and the motion carried unanimously.

7. MAG Park and Ride Lot Status

Chris Voigt of the Maricopa Association of Governments (MAG) addressed the Committee regarding a status report of the Park and Ride Lot Site Selection Project. Copies of the project report were distributed to CTOC members and interested parties. 32 park and ride lots have been assessed including developing design criteria. The handout included the scope of work. Target areas have been selected. From the 32 park and ride lot target areas, 20 areas will be chosen. 10 areas will be programmed for the next five years, and the other 10 areas will be included as part of a long-range plan. Program funds are available for the first 10 areas totaling \$40 million. The criteria to be used for choosing the 20 lots included spacing and express bus service. The modeling demand estimates are being thoroughly studied. Next month, MAG should be able to short-list the target areas to 20 proposed lots. After the 20 lots have been chosen, 5 sites in each target area will be considered and ranked. Design criteria shows the features that are intended for each park and ride lot.

Mr. Gawlitta stated that while some park and ride lots are nice, but some are very expensive, “all we’re trying to do is warehouse vehicles while people take the express bus.”

Upon inquiries regarding the organizations that will be short listing these sites, Mr. Voigt stated that this process includes approval through the MAG Committees. If volunteers are needed for short listing these sites, Brian Campbell stated that he would assist in this process. Mr. Voigt stated that if you’d like to participate in this process, MAG will be holding a public involvement meeting on these areas on August 15th at the MAG Offices located at 302 North 1st Avenue, Saguaro Room, Phoenix, Arizona.

There were inquiries regarding whether the dimensions for the park and ride lots would accommodate a light rail system. Mr. Voigt stated that he is not working at that level at this time. Ms. D. D. Barker stated that somewhere along the line, “we need to bring everything in and have one transit authority. We have the Deck Park sitting there for future express buses and we have not had an express bus...We really need to bring it all together and know what we’re doing and bring it all together and start finishing up some of the stuff we started.” Mr. Voigt stated that the design criterion addresses buses. The study itself is aimed at serving express bus service and HOV, carpools and vanpools. The RPTA would fund the light rail system as opposed to MAG funds.

An agenda item regarding a status report of the 20 park and ride lots

selected will be added to a future CTOC meeting agenda.

9. Call to the Public

Ms. D.D. Barker addressed the Committee regarding the following concerns.

Ms. Barker stated that tomorrow there is a MAG Regional Council meeting at 5:00 p.m. which will include a discussion on conformity with the air quality, the Transportation Improvement Program and the Long-Range Plan. Ms. Barker stated that as a citizen, "I see more and more on how our future is really us and our involvement. If we (citizens) work together with the government, we can gain and live together in a better way." Ms. Barker invited the audience and Committee to attend the MAG Regional Council meeting.

Ms. Barker stated that after reviewing various references in the MAG library and began reading of various studies that conforms with Federal regulations and regulations appear to be clear for the TIP and the Long Range Plan for 2000, 2006, 2010 and the no build scenario for 2020. When Ms. Barker was leaving, on the wall near the elevator was a posting, "High Pollution Alert". "We're making all these plans now and in the future, and we don't have the pollution--But the facts are, folks, is that we have a high pollution day. Isn't that the best law, the goodness of the people? Basically, to get ourselves out of this is for all of us to share in the transportation future and when you can, take yourself out of your sports utility vehicle...Maybe these forces will change our behavior."

Ms. Barker stated that in order for positive changes to occur, people would have to choose leaders that have a different, but a positive attitude toward these changes. "If we're going to have a multimodal system in the future, we'll probably have to change some of the funding."

Ms. Barker further explained that if anyone associated her with being an anti-transit, anti-transit tax person and taking the city to court on it, "I have. I was absolutely appalled when I saw that the votes were being opened before Election Day. First of all, the City of Phoenix lied. In court, they said they were not doing this, but then at the hearing, they said, 'we don't have a disagreement in facts'" Ms. Barker stated that she stated she was under the impression that "everyone denied her complaint, so the Judge said, 'write a post memorandum', the city there was no facts in dispute." Today, Ms. Barker requested a recount of the ballots for Transit 2000. 60% of the votes come in as early ballots, however, in every single district for both elections, the support for Transit 2000 or for Mayor Rimza failed on the average of 5%. "I think that's worth enough to look into."

Ms. Barker concluded by stating that "we need to look at ways we can have a multimodal system, but I think we need to preserve state law and count those ballots after the election. It doesn't take that long to do that. We can wait. The

County has also been opening the ballots before and they need to go by the laws of the Constitution.”

10. Next Meeting

**September 19, 2000
Arizona Department of Transportation
Transportation Board Room
206 South 17th Avenue
Phoenix, Arizona**

**Proposed Agenda Items:
Final regulations of the EPA that may effect Arizona**

11. Member Reports

Ron Gawlitta requested that MAG address the issue of standardized left turn signals throughout the Valley. Tom Buick of the Maricopa County Department of Transportation (MCDOT) has some interesting information:

The city of Tucson had a couple of hot spot intersection identified by the EPA as being well outside the limits of compliance. The city of Tucson tried the trailing left turns (all lights at an intersection go red for two seconds, then the left turn lane light comes on to clear for turning). The three things that were found were it moved more traffic, the accident rate dropped and the pollution level went down at the intersection.

If these are the benefits of the trailing left turn, MAG should be taking a very serious look at this in all the cities - make left hand turns safe in the city, make driving predictable and do something for ourselves that does not cost money.

Chuck Eaton responded that he had researched this issue through MAG staff and was advised that the best thing to do would possibly be to write a letter to Mr. Bourey, ITS Committee, who would be the best place to appropriately investigate this type of study.

Mr. Gawlitta stated that Chairman Beyer and himself attended a meeting regarding the roundabouts. Mr. Gawlitta stated that the information that was presented by ADOT was very persuasive. “As I thought about it, having driven a lot in Europe, probably the single biggest benefit is that traffic does not stop. Frankly, I’m beginning to think that the roundabout maybe a real good idea and in an area that is developing. We can see how it evolves over time. I really think that it would be a good idea.”

Paul Schwartz stated that he is uncertain as to the difference between a

roundabout and a traffic circle. Mr. Schwartz stated that he lived many, many years in Pennsylvania and New Jersey. When he moved to New Jersey in 1950, there were traffic circles all over the place. There are almost none there today. They have been removed, “for whatever reason. I don’t know what the reasons are, but they’re gone. Someone may want to check with the state of New Jersey to inquire.”

Brian Campbell would like to echo thoughts of all the members of the Committee that Chairman Beyer have a speedy recovery from his surgery and to be in his Chair as quickly as possible.

Mr. Campbell stated that he was impressed with the ADOT information regarding the roundabouts, as well as the passion for the folks out at Happy Valley. Mr. Campbell’s concern is that other municipalities are looking at Happy Valley Road and see this as a test for this issue. There have been comments that “if we had more money, we would have built a full traffic interchange at Happy Valley. Perhaps this isn’t the best fit for a traffic circle in this system.” Mr. Campbell’s hope is that not all traffic circles be branded with the potential failure that Happy Valley may face “because we all know it’s not the perfect fit that we wanted to put in there to begin with because we didn’t have the money.”

Mr. Campbell further spoke of the 2000 Performance Audit. “Until we get a chance to read it in its totality, any comments to the substance would be premature.” Mr. Campbell applauded and supported the ADOT and staff making the choice to share this with CTOC members. The open and unfearful manner in sharing in this type of process with CTOC members is a good thing. As the ADOT being the auditee, “we applaud your choice in sharing it with us.”

Mr. Gawlitta stated that there was a letter that was forwarded to ADOT regarding the tie in of Loop 303 to Interstate 17. The letter is predicated on a supposed agreement dated 1985. Things have changed since 1985. While the letter is signed by all the Mayors in West Valley, “I think we ought to take a real close look at it. They want a Lone Mountain tie in. There may be better alternatives and I think we better look at that real carefully before final decisions are made.”

Paul Schwartz stated that the “people spoke in 1985” regarding the tie-in issue, “they voted on it. That’s their problem with it.” Mr. Schwartz added that this was his understanding, “and if this correct, it should go back to the people in order to change it.” “15 years have gone by and now we are going to ignore what the vote was.”

Ron Gawlitta stated another issue that needs to be factored in is that it does go across state land and it’s not a case that right of way purchases would be needed from private parties. “Do it right the first time.”

Scott Newton inquired as to the status of the South Mountain and the Gila River

Community. Mr. Eaton stated that in a joint effort with MAG, involved communities and stakeholders, it has been determined that the best action is an Environmental Impact Statement (EIS) be conducted to address alternatives, as well as confirming what alignment should be built. Funding for the EIS and Design Concept Study was added to the program, which will hopefully gain approval from the MAG Regional Council tomorrow night. Over the next two plus years, hopefully, the best solution will come out for the South Mountain corridor.

Meeting adjourned at 6:50 p.m.